K.S.R Warners diary from beginning of 1941 ending July 1942

Notes

Ken Warner was on holiday in Devon at the outbreak of war with his life long friend Harry Towers

He realised that as he was single in his mid 20s and not in an exempt industry he would be subjected to call up so to have some control of his destiny he volunteered for service in the RAF on the basis that he was a good amateur motor cycle mechanic and he wanted to know more about engines

He was selected for training as an Aircraft engine mechanic. He joined for his course on the 23rd July 1940, Rather later than he would have joined up if he had been called up, For his basic training for which he did not write a diary for or if he did it has not survived.

The first details I have are for Jan 1941 when he has been in the RAF for six months and is working on aircraft at Bircham Newton Norfolk near Kings Lynn.

His pay was £3;10;00 per fortnight

This equates to 3 shillings and 6 pence per day out of which he has to feed him self 30th Jan 1941 Ken knows that he is to go on the Fitters course. This will enable him to do more advanced work on engines.

RAF Trade training was the model for good practice crafts man training into the 1980s. But this was an accelerated course for Adults not apprentices.

Kens Home was the Poplars on Billericay rd Heron gate Essex. His sister ADA lived with her Husband Jim Brett at 172 Woodman rd Brentwood. His Brother Jack and his wife Vi and daughter Rita lived in a cottage beside the Green Man in Cricketers lane Herongate.

A continuing comment is the shortage of tobacco Dads smoking was always heavy.

It amazes me the money and time spent in the darkest days of the war investing in skills and the education of the people. It was very far sighted. Probably more so than any similar investment since.

The editor and annotator
Robert Warner Ken Warners son, Trained as a craftsman by apprenticeship 1965 to 1970 the apprenticeship was modelled on Services training several of ~~our~~ his trainers were ex forces crafts men.

Letters needed.

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Jan 1941

10th Jan 1941
Pay parade £3:00:00

16th Jan 1941
Went to Kings Lynn posted parcel to mum
Banked £2:0:0

24th Jan 1941
Pay parade £3:10:0

Note about 5 shillings a day Watch the expenditure Ken is saving for something.

26th Jan 1941
His majesty King George VI
Decorated Officers and NCOs in number 3 hanger
Bircham Newton.

27th Jan 1941
Half day billet inspection by F/O Cowdray
22 MQ satisfactory. (22 Mess Quarters)
Went into Kings Lynn with Bill Miles by the 4:0 clock bus and returned by the 9 0 clock releaf bus which left at about 10:00 pm
I was unable to get an enamel mug so shall have to buy a china one in the NAAFI tomorrow.

28th Jan 1941
Wrote to Ada and changed Library book.
Received letter from home.

30th Jan 1941

Supper in the NAAFI and china mug	1/ 2 ½
Dinner ½ pint ale	5 ½ d
Daily Mail	
Cocoa	2d

Charles arrived back at Bircham Newton tonight after 7 days leave.

31st Jan 1941

Bacon	2d
Dinner ½ pint ale	5 ½
Supper	3 ½ d
½ Ale	5 ½ d
1 oz Tobacco	1/5 ½

Seven weeks since we arrived here at Bircham Newton
We should hear within the next 3 days whether we are to leave here for Cosford or Gloster next Friday.

Air raid warning this afternoon while running up J
Received a letter and Brentwood Gazette from Ada.

23rd July 1940
Aug
Sept
Oct
Nove
Arrived beginning Dec
6 weeks Basic training
Square Bashing
Learning How Sources
Operate
Then 3 months Mechanics
Course

K.S.R Warners diary from beginning of 1941 ending July 1942

Feb 1941

1st Feb 1941

Break	2d
½ pint ale Dinner and news paper	6 ½ d
Supper	11 ½ d
10 cigarettes	9 d

Air raid warning during dinner time Dornier 17 was fired on by
Machine gun posts
No Orders in respect of Posting
Charles moved to MQ 10 this evening

Picture & Details needed

2nd Feb 1941

Break mug	6 d
Cakes	2 d
Dinner ½ pint	5 ½ d Paper 2 d
Supper cup of coffee	1 ½ d

No developments about posting.

3rd Feb 1941

Break	2d
Dinner ½ pint	5 ½ d
Supper	10 ½ d
Tooth paste	

Ted Roberts Norman Ovenden Leslie Rook and Bickenden
received their posting to day they are to go to Holton for the fitters course.

Wrote home telling them not to write here again.

Purchaced pair of pants at store to day 1/11
and was issued with steel helmet and helmet gas curtain.

Warned of proposed Gas exercises on the 5th.

4th Feb 1941

Break	2d
Dinner	6 ½ d
Supper	2/9
Hair cut	4d

Had supper with Charles in NAAFI enjoyable
evening was spent afterwards Charles played the piano

5th Feb 1941

Dinner	6 ½ d
1oze of tobacco	1/6 ½
Supper	1/9

6th Feb 1941

Break	4d
Dinner	8 ½ d
Supper	1/1

Ted Les Olly Nornan and Charles went to the NAAFI to hear Charles play
and have their last evening at Bircham Newton together as Nornan Ted Olly and Les leave tomorrow for Holton at 08:00 hrs

Sgt Cook gave a lecture on the Hydromatic Airsrews in the Station
Work shops this morning
Note
The skills on these air screws were of importance throughout his service

Thick snow every where this morning.

7th Feb 1941
Half day

Break	4 d
Dinner	8 ½ d
1 oz tobacco	1/6
Fare	2/-
Mug	1/6
Heels	1/-
Ink	3 ½ d
Tea	1/9
Tobacco	2/10
Pictures	½

Pay Parade received £3:-:-

Ted Olly Les Norman left for Holton this morning

Note
Halton is the RAF basic training establishment

Bill and I went to Kings Lynn by the 4 o clock bus I managed to get an
Enamel mug price 1/6

When we arrived home there were 4 chaps in the billet for the night.

8th Feb 1941

Break	2d
Dinner	6 ½ d
Supper	7 ½ d

Nothing to do in the hanger to day no maintenance
Flight is to have the day off ½ tomorrow and ½ on Monday
Bill and I are of on Monday.

5 chaps all riggers have been billeted with us in MQ22.

9th Feb 1941
Church Parade

Break	2d
Paper	2d
Pictures	3/-
Supper	8d

K.S.R Warners diary from beginning of 1941 ending July 1942

Cinema Frozen Lands

Security guard duty discontinued as the army have now taken on this duty

Note Required

10th Feb 1941
Day of due to the slackness of the war
Went to stores and had 2nd Jacket and cap put on chit.

Dinner	6 ½ d
Fare	2/-
Kit bag	8 d
Cinema	3/8
Supper	3/8
2 oz Tobacco	2/11 ½

Met Charles in Lynn and spent a most enjoyable evening.

11th Feb 1941

Break	2d
Dinner	6 ½ d

Spent evening in the billet reading.

12th Feb 1941

Break	3d
Supper	5 ½ d

Received posting today
Expect to go to Gloaster on Friday

13th Feb 1941
Clearance chit completed and deposited at pay accounts.

We are to go to Cosford
Report to guard room at 0800 tomorrow morning.

Cosford is the home of Trenchards Brats the cream of RAF Craftsmen over Warrant officers and Flight Sgnt from Pre war

Note
Cosford is the RAF Apprentice training establishment.

14th Feb 1941
Breakfst 07:40
Guard room 0803
Docking 0835
Cosford 06:30 pm billeted in Fulton Block
Room 15 a 3 wing

15th Feb 1941
Parade 0800
Entry 23 no 4 wing B squadron

Afternoon off from 12:30

Went to writing room to write home and posted it at the Pillar box near the main entrance.

Pictures 06 30 A champ at Oxford Laural and Hardy

Some one pinched the electric light bulb from our billet.

16th Feb 1941
Breakfast 0800 Force and Sausage

Dinner tea 2 cakes 2 oz tobacco	3/3
Supper	1/1
10 cigarettes and sweets	2/11

17th Feb 1941
Cup of tea and box of matches.
Started work in the basic shop today.
Started Work on drilling ,Taping, and scraping the test piece. (Note this is a Fitting course Ken is already a Mechanic)

18th Feb 1941
2 oz tobacco Hair dressing matches 4/4
Started at Schools this afternoon subjects.

Period 1	Mathematics
	Materials
Period 2	Hydraulics
	Density

School is to be attended in room 15 for the first period on Wednesday afternoons
And Friday mornings for five weeks.

19th Feb 1941
Wrote letter to Ada
Six stamps @ 2 ½ d 1/3
10 cigarettes 9d
Cycle 6d

21st Feb 1941
Received parcel from home
Attended School this morning.
Graham Hannly buried
1 week at Cosford.

Note
Graham was a friend of Kens he lived at the dairy farm on the Brentwood to Ingrave road He was one of three brothers only one of whom survived the war. Strangely Graham was a crack shot Able to drop a rook at well over the 100 yards with a rifle. One of a group of young farmers who preferred the rifle to the shot gun in the area round Brentwood. Ammunition is cheap. Even cheaper while the barracks was at Warley.

22 nd Feb 1941
Finished basic workshop
Received letter and gazette from Ada
Wrote to Charles French
Pictures 7d
Supper 1/1 ½ d

Went from Basics to engine shop I am to start on Monday with
4 ½ hrs soldering.

23rd Feb 1941
Church Parade
2 oz Tobacco 3/-
Dinner 3 ½ d
Wrote home
Wrote to Alf Wright
Pictures 7 d
Supper 11d

24th Feb 1941
Soldering in the morning
Oil coolers in the afternoon
Posted the book to Charles French
Spent 7d

25th Feb 1941
Weekend pass went in today also Identity card

Cinema Captain Fury

Lectures today finished in the oil cooler bay and started on pumps.

I had bath and received laundry back.

26th Feb 1941 Wed
School in the afternoon
1 oz tobacco matches 1/8 Dinner time.

28th Feb 1941 Fri
Four chaps arrived from Bircham Newton
Bill Miles in room 28
1 oz tobacco bar chocolate 1/9
box matches 10 cigarettes 11d

2 weeks at Cosford

Note
The forces appear to be retraining lots of people at about 2 week intervals.
(What an investment in people and their skills and education.) # also misses people up

March 1941

1st March 1941 Sat
left Cosford 2 pm
Wolverhampton 2.55 pm
Liverpool street 655
Fare 23/4

2nd March 1941 Sun
Left Brentwood 4;36 pm
Caught 6:10 pm Paddington comfortably,

4th March 1941 tue
Pay parade £3:6:0
Tobacco 1 oz 1/6 ½

5th March 1941 Wed
School in Afternoon
10 players.

6th March 1941 Thurs
Viewing parts of Air screw
Short lecture on rotel
Banked £3:0:0
Brought 6 stamps @2 ½ d each 1/3

Cinema 7d

7th March 1941 Fri
School in the morning.

8th March 1941 Sat
Wolverhampton
Tea 2/-
Tea and cakes 2d
Cinema 1/ 2
Beer 1/ 3
2oz Tom long Tobacco

9th March 1941 Sun
Bath before breakfast
Breakfast Sausage and Corn flakes.
10 cigarettes and matches 10 ½ d
tea and cake 3d
Cinema 7d

10th March 1941 Mon
Carburettors prelimary
Carburettors Examination.

11th March 1941 tues
Wisdom tooth stopped at the dentists 3.30 pm

Air raid 09:00 pm till 1200 pm
Slept in uniform all night.
10 cigarettes 9d

Flowmeter
Petrol level and pressure test 4lb/sq in
Flooding test
Testing needle valve
And seating.

12th march 1941 wed
Starting on magnetos after break this morning.
School this afternoon
Concert in the NAAFI
Laundry returned complete.

1 oz of tom long tobacco.

Air raid heavey gun fire.

13th March 1941 Thur
Magnetos Internal timing

Pictures 7d Dr Cydife

Enemy aircraft over again to night.

14th March 1941 Fri
School Drawing Orthographic projection
Last period on the curriculum.

Cosford is near Wolverhampton and the West Midlands & Black Country very fine Metal Bashing for 300 years. not needed

Report to squadron office for black out duty on Sunday
Reported to squadron office at 12: 15 The duty NCO failed to find name on the duty list informed me I must have been excused

15th March 1945 Sat
Changed over classes from Magnetos to engine disassembly and assembly.

Went to Wolverhampton roller skating	2/-
30 cigarettes	2/2
3oz tobacco	4/7
nail brush — Brush	3d
Lighter fuel	4d

16th March 1941 Sun
Blackout duties.

17th March 1941 Mon
AP1451C P75
Dismantled Pegasus.
I have had tooth ach nearly all day slightly better to night.
Received Shirt pyjamas and writing pad from home letter dated 10th
Also Gazette and letter from Ada.

18th March 1941 Tues
Tooth Jumping this morning
Reported sick Dental

Dentist unable to find anything wrong with tooth.
Its still painful but not so bad as last night

Paid £3:6:0

19th March 1941 Wed
School interesting lecture on mixtures and Compounds.

Chemistry something new

Lecture on Stromberg injector carburettors
Morning

20th March 1941 Thu.
Ritas Birthday.

21st March 1941 Fri
School this

22nd March 1941 sat
Changed class to Cylinders

Tooth ache again

23rd March 1941 Sun
Tooth improved
Church Parade.

24th March 1941 Mon
Taking the fits and clearances of the rocker gear.

25th March 141 tue
Valve seals

26th March 1941 wed
Changed class
Crank shafts
Room changed I am now in Barrack room 25 B squadron.

27th March 1941
Obtained ticket 23/4

28th March 1941 Fri
Long weekend commenced 1200 hrs.

29th March 1941 Sat
Went to Food office
Went to meet at Warley water works and followed the hounds
To puddle dock.

Note
Ken had worked for Mr Rowle MC JP Who was Joint Master of the Essex Union Fox Hounds The meet is the meeting of the fox hounds.

Went to Mount thrift in the afternoon and to
The dance at the town hall with Harry in the evening.
Iris Hancock was at the dance and appeared to be enjoying her self with a well made dark chap.

Note
Mount Thrift was the home of Harry Towers.

Missed Graham really realised he is not now with us.

30th March 1941
Brentwood 0436pm
Liverpool st 0520 pm
Paddington 5;50 pm dep 0610 pm
Cosford arr 1050pm

31st March 1941 Mon
Started in the super charger bay.

April 1941
1st April 1041 Tue
Rear cover

Pay parade £3:6:0

2st April 1941 Wed
Fuel pumps we went into the bay 1:30 to 2 pm

3rd April 1941 Thur
Oil pumps and lubrication systems

Pictures Drums along the Mohawk

4th April 1941 Fri
Reduction gear

5th April 1941 Sat
Jacks Birthday
Wolverhampton

Brought Mathematics for the services 2/-

7th April 1941 Mon
Started Revision Tooth ache again after dinner.

Subjects taken on revision.
Crank shaft assembly.
Reduction Gear
Super charger
Valve seat s and guides
Pistons and Piston rings.

Posted small parcel to Jack.
8th April 1941 Tue
Driving licence expires
Revision
Tanks
Starters Inertia
Coffman
Air screws.

Note
Starters inertia a fly wheel is wound up to speed then connected to the engine to start the engine by inertia.
Coffman a cartridge like a flare is fired into a mechanism that spins the engine over to start it.
Air screws are variable pitch propellers. Enabling the engine to be run at its most economical speed so enabling the prediction of fuel needed for a mission. EG most 1000 hp engines needed about 1 gall of fuel per minite. Each gall of fuel had a weight of 10lb. 300 galls weigh 3000lb about 1.5 ton 2.5 hours flying time for the Blenhiem. But the more fuel the less bombs you can carry.

9th April 1941 Wed
Magnetos
Medically examined possibly going abroad.

Magnetos are an electro mechanical device to provide a high Tension (Voltage) to enable a spark to be generated for ignition. Aircraft have Dual ignition

10th April 1941 Thu
Carburettors AVT80 b Stromberg

11th April 1941 Fri
Morning Pegasus D & A
Afternoon Basics

12th April 1941 Sat
Finished revision in Workshops
Went to Wolverhampton with Tich Arnold.

13th April 1941 Sun
Went to Cinema Film under two flags
Wrote home

14th April 1941 Mon
Didn't get up till nearly 10 am.

15th April 1941 Tue
Board first thing.

a board is a verbal examination with multiple examiners

17th April 194Thurs1
Dads Birthday
Told posting Wattisham
Had FFI *? I don't know what this means*
Completed 295 and handed it in to orderly room.

18th April 1941 Fri
Paraded 830am learned result of board.
Paraded 1400 paid £ 3:6;0
Paraded 1600 not leaving till tomorrow
Paid weeks board and 10 days pay

19th April 1941 Sat
paraded 0745 marched to NAAFI where passes were issued
left Cosford 0920 Train
Arrived home 1730
Almost done up *? Physicaly and emotionally drained?.*

24th April 1941 Thursday
Went to Ada's

26th April 1941 Sat
Visited Herongate house.

Left house about	1800
Train from Brentwood	1844
~~Senfield~~ Shenfield	1900
Ipswitch	2100
Arrived Wattisham	2230

Note
Ken had worked at herongate house in the garden and stables for Mr Rowle.

27th April 1941 Sun
Reported to orderly room 0845
MO
Pay accounts
Station Warrant officer.
Gas Centre
Messing
Squadron 110

28th April 1941 Mon
Reported to Orderly room
To Engineering offices
A flight 110 squadron.
Finished 1900 refueled and covered up F
Moved to 57 Barrack Block this evening.
Had Supper in the NAAFI.

29th April 1941 Tue
40 hr inspection on X Starboard Engine
Wrote home this evening.

30th April 1941 Wed
40 hr Inspection completed.

May 1941
1st May 1941
PT before breakfast

K.S.R Warners diary from beginning of 1941 ending July 1942

2nd May 1941
Paid £1:16:00
110 2 destroyers bombed
afternoon off port watch

Note
I think this means squadron 110 bombed 2 destroyers

3rd May 1941
Put on X starboard engine as starboard fitter this morning.
X up for short flip this morning refuelled and did daily inspection this afternoon.
Signed for fuel condition and Daily inspection.

5th May 1941
Went to Ipswich Banked £4:00:00

6th May 1941
Wrote to Jack and Ada.

7th May 1941
Walked to Stowmarket with Bill and Jack Caught bus back to camp.

8th May 1941
Wrote home and asked for cycle to be sent to Need ham market.

9th May 1941
Fitted new exhaust stacks to X

10th May 1941
First night operation duty X took off at 1015 landed 1:45 all bombs dropped Rotterdam.

11th May 1941
Stand off till dinner
Daily inspection after dinner.
Fitted new fibre washer on oil cooler.

Note
The union between the pipe work from the engine to the oil cooler is sealed by a fibre washer . A soft washer seals against leaks but are subject to vibration that causes the soft material to break down.

12th May 1941
Cleaned bulkhead starboard engine X
X on night operations.

13th May 1941
Stand down from 3 pm
Wrote home
Went to concert in NAAFI
Altered slow running on Starboard engine on X.

14th May 1941
Clothing parade postponed till Monday.

15th May 1941
I'm on duty crew today supper in the NAAFI

17th May 1941
Wrote home

K.S.R Warners diary from beginning of 1941 ending July 1942

Cycle arrived at Needham Market Telephoned railway station.

18th May 1941
3rd week at Wattisham
Practice mass formation flight 304 galls.

Note
This would be fuel for about 2 ½ hours flying.

19th May 1941
Clothing Parade
Exchanged Tie
Deficiencies tunic Hair brush received

Fire piquet commenced 8:30 am this morning.

20th May 1941
Cleaned engine and checked plugs.

21st May 1941
Wrote to Ada and Jim and Aunt Emma.

22nd May 1941
X took off at approx 10:30 am returning at 01:30 pm
with Bomb load There was mist over the sea,

23rd May 1941
Hope to get stand off to day
Finished work 12 am
Took tunic to tailors will perhaps be ready Saturday week.
Had hair cut 8d.
Supper in the NAAFI.

24th May 1941
Operations X reserve didn't fly
Laundry returned 9 ½ d
Bath and changed cloaths very refreshing to get into clean under cloths.
Rumour of squadron move.

25th May 1941
Squadron to move for a fortnight X not going.

26th May 1941
Squadron left today
X went in the afternoon as J became unserviceable
Went to Needham Market railway station to enquire about cycle.
Moved down stairs as a new squadron arrives to night (226 Squadron).

27th May 1941
Collected cycle from the main stores this morning.
I'm on duty crew
4 new Blenheim aircraft arrived for 226 squadron
started the Magester
Worked on B s gill operating mechanism till 8:50 pm

28th May 1941
Started spraying J
Finished camouflaging J after tea.

Every one is doing what they can do this is painters and Riggers work not mechanics or fitters..

Received letter from home.

29th May 1941
Painted Index markings on J in the morning.
Half day after dinner
Rained Hard all afternoon and evening.
Concert in the NAAFI not to good
Deposited boots in Flt Sgt Rodgers office for repair.

30th May 1941
Pay received £3:11:00 1/- sports fund
B leaves to night to join the rest of the squadron at Manston.
Wrote to Ada and Jim.

31st May 1941
Collected tunic from the tailors.
J serviceable.

June 1941
1st June 1941
daily inspection on J
J had Air test In the morning and went on two practice bombing runs this afternoon

Visit to Hitcham and met Leonard Gray

Cricketers Lane.

Note
The Grays had run the butchers shop in Herongate where Ken had worked as a teenager
2nd June 1942
J US Exhaust ring split about 2" on leading edge

Removed A/s and US manifold in the morning
Reassembled manifold

Squadron returned to bomb up and carry out a sweep

X Starboard engine Starboard mag cutting.

P/O Box came in at 10:45 told us to have X serviceable by 0730 tomorrow.

Note
P/O pilot officer

3rd June 1941
Early call 0500
Reset mags on starboard engine of X and put serviceable.

Refitted Air screw to J
J serviceable 1600 hrs

Wrote home and posted letter.

Nasty crash on the Drome this afternoon two 226 kites completely written off
2 aircrew injured badly
1 killed.

4th June 1941.
Daily Inspection on aircraft J
Signed of at break time.
Weather very the hot this morning Collected new tunic from tailors 1/6 for shortening.

Cycled to Needham Brought Pump, tyre repair out fit and tyre levers 4/6
Returned to camp via Stow market.

5th June 1941
J left For Manston.
X Arrived from Manston Approx 10:54
X took off after Dinner and returned again owing to bad visibility.
I drew a book from Libray. Spelling

6th June 1941
Daily Inspection on X
P/O Brown and Flt Sgt Mac G posted to near East
Half day off rained practically all day
Bill Miles is leaving for seven days to-day

7th June 1941
X took of for Watton this morning returning again weth smashed stern frame.
Bill Miles Sawford and another who came here with me have been posted.
Received Gazett and a letter from Ada.

8th June 1941
Started work on X stern frame
Sprayed Main planes and fuselage of X.
Squadron returned to night.

9th June 1942
Received tool Kit
Started 80 hr inspection on starboard engine of X.
It started Raining about 4:00 pm.
Wrote home.
10th June 1941
Moved X into no 1 Hanger and did several items of the 80 hr inspection.
Checked Magnetos and reset contact breaker points very satisfied with Work.
Oil cleaners
Oil filters
Finished plugs.

11th June 1941
Continued with inspection finished mags
Oiled Gills
Removed Jet Sumps
Oiled Controls.

14th June 1941
X starboard fuel pressure gauge leaking.
Port engine port mag dropping 200 rpm
Changed 18 plugs in port engine
Kites on early raid.
Pilot Sgt Gesfored failed to return on H.

15th June
Moved to Dispersal painted the roundels and national markings
Port engine OK
Wrote to Ada.

16th June 1941
X practice Bombing in the Morning.
Local formation in the afternoon.
Weather glorious

17th June 194
lovely morning promise off heat later.
Went to early dinner
X took off at 13:20 returned 20:30 Shrapnel hole in starboard main plane and another in the Tail fin
Raided Factory and a power station.

18th June 1941
Damage to mainplane and fin repaired.
Broke the glass on wrist watch replaced with one I made from Perspex.

19th June 1941
X took off at 1130
With 2 x 500 bl and 4 x 25 bl incendiaries
Landed 18 20 with full bomb load.

20th June 1941
Fitted new chain to starboard starter magneto
Went to Ipswich by cycle

21st June 1941
X on operations took off at 15:20 returned 17:15
Raided Aerodrome in Northern France dropped all bomb load consisting of
4 x 250 bl and 4 x 40s
Wrote home

22st June 1941
X took of this afternoon returning at about 17:00

23nd June 1941
X took off with 4 x 250s at midday returning at 14:30 with out load.
Raid on a factory with 23 other aircraft.
Brakes still ineffective and starboard slow running cut out needs attention.
Im on the working party

24rd June 1941
Large four engined bomber landed early this morning A Stirling

I had my hair cut this morning and have been asleep this afternoon

Cigarettes are to be rationed in the NAAFI and YMCA

25th June 1941
PO Newbury to speak on the wireless 1 pm B flight.
X on practice bombing this afternoon and local formations
Later found cause of ineffective breakes. Port wheel leaking air.
Changed wheel after tea.
Raid this morning X was reserve.
Heard from Ada.

26th June 1941
My Birthday 27
Received letter containing 10/- from home
Letter and 3/- postal order from ADA
Parcel from Vi Soap toilet and shaving book of stamps 2/6
Wrote home sent 10/- home.
Wrote to Ada
Wrote to Vi.

WO Brewer offered to post them for me

Offered to go with the tropical Kites.

27th June 1941
Flt Sgt Hayward instructs the crew of X to stand by for Tropical T.
Tropical T cancelled.
X flying on local formations From 11:00 to 12:00
Pay parade £3 :11:00 with 1/- sports fund
Went to Stowmarket by cycle brought adhesive tape and surgical scissors 2/3
Tropical Kites should leave Sunday.

28th June 1941
X on operations with 226 returned to approx 900 hrs

29th June 1941
110 squadron 17 VE took off for foreign service to day

All arrived at the destination Malta with full compliment.
First Squadron to do so everyone very pleased with the result.

30th June 1941
Cigarettes to be rationed from tomorrow in the camp.
I have received my ration card for the month of July
Went to Ipswich airport to run up B and G.

Went to ENSA concert in the NAAFI very good.
X on operations with 226.Squadron.

July 1941

1st July 1941
Exchanged working slacks for a new pair at the main stores
Handed in tool kit
Cigarette rationing in force in the camp.

2nd July 1941
received a few tools

3rd July 1941
Received fitter 11 E tool kit less
1 screw driver ratchet
1 set spanners folding
1 double ended spanner 1/8 1/16

4th July 1941
X on operations with 226 early morning

5th July 1941
I am on working party
½ day this afternoon after 1 pm
wrote home

6th July 1941
I went to Ipswich and saw Granddad
Granddad home again his feet and legs are swollen and he hasn't quite as much colour as usual.
He had been in hospital

K.S.R Warners diary from beginning of 1941 ending July 1942

Note Granddad had been born in 1850 and was over 90 he brought a new bicycle at 90 and rode it till his death at 93. He used to ride the 3 miles to see his Daughter

7th July 1941
No operations today
Ran up X in the morning
Swept Hanger and moved main plane covers and engine tents this afternoon.
Brought 40 players 1 weeks ration

8th July 1941
Room orderly
Laying in the shade this afternoon and went to sleep.
When I awoke I was in full sun and my chest very red. I expect I will be sore.
Finished cigarettes am also out of pipe tobacco.
Obtained a pair of boots on instruction from flight sgt Rodgers.

9th July 1941
A flight on the range I scored 75

10th July 1941
Went out after tea to stowmarket was unable to obtain tobacco or cigarettes so proceeded in an easterly direction from Stowmarket and finnaly arrived at old Newton and then on to Finingham only means of knowing where I was was by entering a public house buying a drink and inquiring where I was.

Put Boots in for repair.

11th July 1941
Riseborough gone on leave.
Topped up X 20 gallons down.

12th July 1941
Room orderly
Made out 295
X gone to Watton
Trenchard visited the camp
Wrote home.

Note
Trenchard Was the RAF he was its first commander and created most of its Fundemental systems. His training system for Craftsmen was the model for craftsmans technical training at all good standard training schemes till the end of the 1970-'s but cost was ultimately against it.

13th July 1941
Put on port engine of H
Not to pleased with the Mags

Note Magnetoes all aircraft engines are twin spark plug per cylinder fed from separate magnetos. Two of every thing if possible. It's a long way down from 20 thousand feet.

14th July 1941
10 cigarettes
Working Party

Received Gazett and a letter from Ada.

15th July 1941
I'm on duty crew

Had to start the moth for sqd leader Simmons took of at 7.55pm after difficalty with the impulse starter Mag
Was called out again by the duty pilot just after 09.00 pm to put the magester away
The Magester landed just after 09:00 pm

16th July 1941
Ran H up this morning mags could be better.
H in hanger no 1 being camoflarged

10 cigarettes

Duty crew working on H to night

Dero Cappy posted to Bercham Newton

17th July 1941
H sprayed and Forward windows cleaned
Vickers K gun being fitted in the nose.
Daddy Brown posted to Bircham Newton

Lent Bill Thynn 2/-
Failed to find anyone in the library.

18th July 1941
Hope to start 7 days leave from 1200 hrs
Paid £4.10.0
Arrived home 5.45 pm

19th July 1941
Went to Brentwood had hair cut in the morning met Mr Hannly also Bill Argent
Went out with Harry to Romford Plaza Cinema with Joyce.

20th July 1941
Went to Botany Hill Farm With Fred Towers.
Worked on Gun Breech this afternoon.

Walked Through the park to Arterial Road with Jack this Evening.

21st July 1941
Rode in milk float with Harry as far as the dairy farm then walked into Brentwood.
Walked round Mount Thrift and Botney Hill Farm this evening brought three rabbits home.

22nd July 1941
Went to Brentwood for Jack this morning I saw Dora and the two children with Marcia.

Note
Dora was Desmond ponds wife Marcia was Desmonds sister. Desmond and Marcia had lived next door to Ken from 1914 till 1928 when he and his family lived next to the green man in cricketers lane.

Went to the YMCA Dance in the Town Hall to night.

23rd July 1941
12 months in the RAF

Visited Ada and Jim
Walked down to Blue house with Ada in the Afternoon went round the Warly lodge Gardens.

24th July 1941
Desmond Pond visited me this afternoon He is expecting to be at Brettenham for a month shortly.
I went to the cinema this evening and walked Home.

25t July 1941
Returned to Wattisham by 32:59
Left Herongate by bus 5:45 pm
Depart Brentwood 6:38 pm.
Arrived back at camp approx 10 pm.

26th July 1941
Wrote home this Afternoon A flight have ½ day
Went to Stowmarket banked £4 after tea.
Went to Cinema very poor show.
Returned to camp by 10 pm bus.

27th July 1941
Flt Sgt Dovenold posted to Maintainance flight Harrow
Flt Sgt Harward to B flight
Flt Sgt Poynter to A flight.

Started to remove anti Glow from Exhaust ring

28th July 1941
Resumed the removal of Anti Glow.
Collected boots from repairer.
Overalls disappeared while in the flight office.
£134:9:10 + interest from Dec

29th July 1941
Changed CB springs on all Mags.
I'm on duty for the Majister or moth should either one or the other be used after 16:30
K US owing to the strut fracturing in the Nacel.
30th July 1941
PT this morning Awakened at 06:30
Ran port engine and readjusted the mag points.

Flt Sgt Poynter inspected the Kits this afternoon after which we covered up and only just in time as it poured with rain almost immediately.
31st July 1941
Made ready engine tents main plane and tail plane covers for K.

Aug 1941
1st Aug 1941
Put back on X as port fitter
Went into Ipswich on cycle met Mum and Dad at aunt Maud's.

3rd Aug 1941
Half day off wrote to Ada and Jim, Jack and Vi and Harry.
Detailed to go harvesting.

Note
There is only limited mechanisation on farms at this time and the battle of the Atlantic is in full flow. The Gap in the air cover in the Atlantic hasn't yet been closed with the introduction of long range Aircraft and radar
If the harvest cannot be got in everyone will starve.

4th Aug 1941
Fuel pressure gauge on port engine of X un serviceable New one fitted
Maintenance attending to the leak on the hydrolic system in the under carrage of port engine.
Received letter and book from Ada.

5th August 1941
Clothing Parade
Posted overseas.
Volunteered to go in place of AC Lowe who is a married man

Note AC Lowe was on the same convoy as Ken his destination Singapore Ken had been told by the CO that taking Lowes place would not change his eventual departure date.

Went to Ipswich and saw Mum and Dad

6th Aug 1941
Finished getting clearance papers made out 295
Got railway Warrant Ration card and Pass
Cycled to Needham Market. Dispatched cycle on the railway.
Caught bus to Ipswich train from Ipswich arriving in Brentwood at 310 pm
Home by 400 pm.

7th Aug 1941
Mum and Dad arrived Home.

8th Aug 1941
Started raining thismorning
Wrote to Desmond Pond
Went to the cinema

Note
Desmond Pond was a year or two older than Ken and had lived next door when they lived in Cricketers lane. His Sister Marcia was a long term friend of Aunty Ada Kens sister

9th Aug 1941
Went to London to see Uncle Bob

Note
Uncle Bob Taylor one of Kens mothers 22 brothers and sisters Bob Taylor had three daughters Lily Rose and ? Lily and Rose retired and moved from their family home to Inverness Mum went to see them once when we went up to Avimore they were both badly crippled with Arthritis.
Bob Taylor was a van man with Sainsbury's driving a horse drawn van out as far as Brentwood doing deliveries. His home was in Kilburn Ken and I (Robert) vistited them when I sold the motor cycle I won in a competition in 1967 to Raymond Way of Kilburn.

10th Aug 1941
Went to flicks with Harry and Jack.

11th Aug 1941
Went and picked mushrooms at Botony Hill farm with Harry

Note
Botany Hill Farm Was run by Harrys Brother Fred who was the Tenant there.
This farm was along the Billericay road from Heron gate going towards Billericay.

12th Aug 1942
Left Brentwood 6:38 pm Arrived Wattisham approx 10:30 pm.

13th Aug 1941
Reported to the Orderly room and was informed that I was to proceed in the company of AC" Evans to Wilmslow.
Received pay £10 4 0 +1/6 which represents my pay till 19/09/41.
Wrote home.

14th Aug 1941
Left Wattisham 0700
Left Needham 0956
Had breakfast at Mr Evans
20 Crown st
Needham Mkt
Nr Ipswich
Suffolk

Arrived Liverpool st 1156
Left Euston 17:40
Arrived Willmslow 21:18
Draft number 259

15th Aug 1941
Messing about waiting instructions where we have to sleep tonight.
Received Tropical Kit This afternoon and we are to sleep under canvas.
Wrote Home.

16th Aug 1941
Painted rings round kit bags
2 x 2 inch rings on kit bag to be carried with person.
1 x 2 inch ring on kit to be stowed

Route march this afternoon.

17th Aug 1941
Wrote letter home this morning
Wrote to Jack and Vi also to Jim and Ada.

18th Aug 1941
Warned of possible move shortly
No passes issued tonight but Chris Jack and I went out and no one inquired where or what we were doing.
Went into Wilmslow to dispatch attaché cases 1s 6d
Wilmslow nice little town gives the impression of cleanliness.

Note
Wilmslow is the Posh end of Manchester The Stock broker belt for Manchester.. I often stayed there when working for Shell at the Manchester Office in Wythenshawe. Both bound Manchester Airport.. Which is where I and Ken believe he was stationed

19th Aug 1941
Paraded near O R this morning
Rained on and off all day

20th Aug 1941
Today possible move to _____ _____
Arrived West Kirby 300 pm approx.
Under canvas again but better camp arrangements.

Note
West Kirby is on the Wirral a few miles from Birken head where Mum was born and brought up.
West Kirby is a sea side resort and was then a Camp for those about to go overseas.
21st Aug 1941
Lovely day .
This morning wrote home.
FFI this morning
Dental inspection after dinner.
Handed in efficiencies chits this afternoon
Raining after tea
Went to concert given by children from Liverpool.

22nd Aug 1941
Rained all last night cleared up after break 10:30
Had wash and shave washed feet and changed socks.
Managed to get cigarettes in naffi after dinner.

Went to Morton this evening.

23rd Aug 1941
Rain this morning and most of the day
Received new cap and badge
Handed in one pair of Boots
Early to bed to night
Wet nasty night.

24th Aug 1941
Went to West Kirby after tea
Wrote home posted letter in West Kirby

25th Aug 1941
Received letters from home
Also a parcel from Jack and Vi containing Cigarettes
Wrote to Jack and Vi to thank them for the parcel.

Note
In the corner of each page in the diary is the number of days since ken left Watisham
I think he is getting fed up.

26th Aug 1941
Received letters from home posted 24th
Case arrived 22nd
Roll Call of Actuals

27th Aug 1941
Told code number and address for letters while overseas
No rank Name
A 6442/g
HQ RAF
c/o Army P.O 1170

was paid 1s subsistence cash
Wrote Home

28th Aug 1941
Received Identity card last night
Received Deficiency chit for
Shorts 1p
Trousers 1p
Socks 1p

Shoes 1 p
Flash helmet 1

29th Aug 1941
left RAF West Kirby on the Wirral at 0630 having had breakfast at 03.30

30th Aug 1941
Ship the Scythia is preparing to sail

31st Aug 1941
At sea in the Clyde estuary.

Sept 1941
1st Sept 1941
Sea choppy Ken slightly sea sick.

5th Sept 1941
Getting much warmer. Changing into Tropical uniform.

7th Sept 1941
Ken wrote home as letters have to be in for censor for tomorrow.

9Th Sept 1941
Ken Saw flying fish for the first time.

11th Sept 1941
Mess orderly its very cloudy and close It rained in the After noon.

13th Sept 1941
In harbour to refuel hilly with vivid green vegetation. Harbour not named but north of the equator and safe to smoke on deck possibly Freetown.

Note
Today was Kens sisters birthday he started a letter to her it was posted on from Durban this is letter 1 in the letters section. These letters were left to me by Aunty ADA as she believed that they were important. Dad intercepted them and I didn't get control of them until after both Dad and Mum had died. Where I have letters or photographs I will insert them

16th Sept 1941
Mess orderly

18th Sept 1941
They sailed again this evening. Full black out so they are aware of risk to the convoy.

20th Sept 1941
Sleeping on Deck to avoid the heat below deck. They crossed the Equator today.

21st Sept 1941
Mess orderly.
Cooler and duller today

22nd Sept 1941

23rd Sept 1941
cooler into RAF blue today

Note southern spring Sept would be the equivalent of the northern Late march early april very close to the equinox..

26th Sept 1941
Paid 10/- at pay parade.

27th Sept 1941
Boxing competition on deck and a first sight of an albatross in the evening.

28th Sept 1941
Boots to be warn on the 28th and 29th

Note they have to harden up their feet.

30th Sept 1941
Table mountain passed today. On fatigues.

Oct 1941
1st Oct 1949
Kens on ships guard but isn't needed so he asks to do mess orderly.

Note he is getting bored.

3rd Oct 1941
Arrived Durban on the Scythia the ship ran aground on entering the Harbour.

6th Oct 1941
Changed to the ship Neiuw Holland. No improvement in conditions on board.

7th Oct 1941
Post sent home and pay book handed in before the ship
Departed from the port of Durban

8th Oct 1941
at sea mess orderly
9th
Weather warn ordered to change into tropical uniform

10th Oct 1941
Pay parade 10 s plus 2/6 paid to Ken by Smithus who had borrowed 10/- from him in Durban

12th Oct 1941
The Repulse took the salute today.

Note She was on her way out to join the Prince of Wales at Singapore. Both war Ships were destroyed by Air attack by the Japanese. There on the 10th Dec 1942 the same day the Japanese attacked Pearl Harbour. If Ken had not volunteered for this detachment he might have been on the Detachment to Singapore That is where AC Lowe the man he volunteered to takes detachment went. ***Lucky or what.***

17th Oct 1941
Pay parade 10 s

19th Oct 1941
Arrived Aden it is very bleak with sand and mountains.

23rd Oct 1941
Departed Aden

24th Oct 1941
Pay parade 10

28th Oct 1941
busy day. Mess orderly.
Disembarked from the ship at Suez. Some the draft are posted.
All up early 0800 at 0745 there is a posting parade. Then fatigues.
Parade for posting accommodated in tents and changing into tropical drill soon after arrival.

Note
They had been at sea on and off for two months apart from a few days in Durban.

29th Oct 1941
Pay parade £1;0:0

30th Oct 1941
Kit deficiencies made up
Told of posting and possible day of departure.
Free ration of 40 cigarettes and 2 boxes of matches.

Nov 1941

1st Nov 1941
visited local village to get fly swatter.

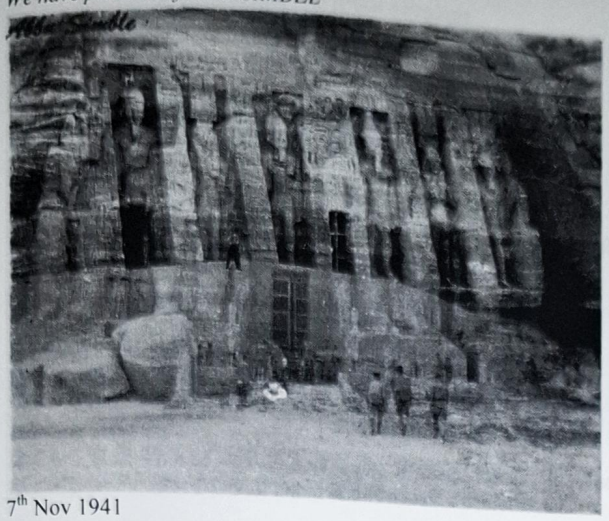
3rd Nov 1941
Departed 1.45pm saw pyramids in the distance.

4th Nov 1941
Got of the train at 05.45 boarded a Nile steamer at Aswan.
He slept in a truck on a barge towed by the steamer.

Note
We have a picture of this

6th Nov 1941
Passed the temple at Abu Simbel at about 0830 They disembarked at Waddi Hiafer at 1.30 pm.

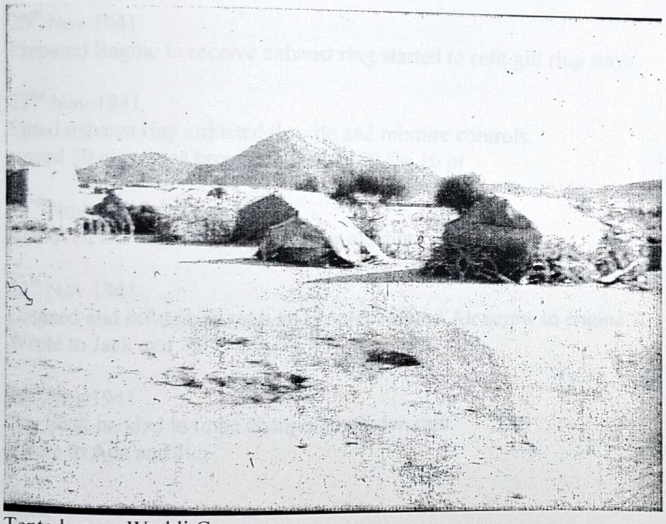
Note
We have pictures of ABU SIMBEL



7th Nov 1941
Departed WADDI HIAFA 2.30 pm By Train

Note
See picture of Sudan railways Garrett

8th Nov
Arrived at ATBARA
9th Nov
Arrived SUMMIT 12.30
Arrived WADDI GAZOUZA 14.30
Near



Tented camp Waddi Gazouza

Note
Just in land from Port Sudan on the red sea. So they are in the hills in land from the red sea
Its just under 3 months since he left Wattisham.

K.S.R Warners diary from beginning of 1941 ending July 1942

10th Nov 1941
Reported to maintenance office Where he gave particulars of his service and experience.

11th Nov 1941
Issued with one letter card and one green envelope.
Went to the cinema.

12 th Nov 1941
Paraded 0930 then posted to A flight maintenance wing.
He had given his particulars to the orderly room in the morning.

13th Nov 1941
Started engine change Having difficulty with Air screw. Working on Blenhiems.

14th Nov 1941
Removed Air screw. .Pay parade received 370 paisters

15th Nov 1941
Removed engine from nacelle . Had 5 x 10 piaster notes changed no detail of to what

16th Nov 1941 Sunday
Day off. Turfed out of Tent this morning. Managed to get into fresh tent before dark two colleagues from his embarkation Detail Dave and Ralf are still with him.

17th Nov 1941
Early start cleaning parts from engine.
Had a good wash changed clothes sent clothes to be washed
Brought 40bdv cigs.

18th Nov 1941
Medical Lecture at 14:30 today.

19th Nov 1941
New engine slung in starboard nacelle.

20th Nov 1941
Prepared Engine to receive exhaust ring started to refit gill ring stays.

22nd Nov 1941
Fitted exhaust ring adjusted throttle and mixture controls.
Issued 50 cigarettes brought a further 50 for 10 pt

23rd Nov 1941
Removed Oil tank and oil cooler for cleaning

24th Nov 1941
Cleaned and refitted oil tank and cooler refitted Air screw to engine
Wrote to Jack and Vi

25th Nov 1941
Pay book handed in to be changed to Sudan rate.
Wrote to Ada and Jim

Note
We have this letter number 2
.

26th Nov 1941
Wrote letter card home.

28th Nov 1941
Pay Parade received 370 piasters.

29th Nov 1941
Cigs ration 40 cigs
Sent remittance to mum Mrs H R Warner of £5.00 through pay accounts.

Note
About 3 weeks pay.

Dec 1941
2nd Dec 1941
Engine installation on starboard of 1027 signed off today
Received Airgraph from Section today.

3rd Dec 1941
Posted Airgraph home.

4th Dec 1941
Slung engine into nacelle.

5th Dec 1941
Went to cinema in Gibeat.

Note
Ffrom this I was able to identify where Waddie Gazzuza was Just in land from Port Sudan on the rail way to Atbara.

8th Dec 1941
9617 pushed out of hanger
9th Dec 1941
9617 finished engine change daily inspection signed of on starboard engine.
Letter received from sation.

10th Dec 1941
9617 port engine gills not opening enough rectified
insufficient revs.
Tappets adjusted revs improved. Flight tested engine overheating..
Cool started on
Japan started hostilities against USA.

Note
They had been escorted by the Repulse coming out from England to Durban she was destroyed by the Japanese along with the Prince of Wales on the10th December 1941 At this stage that information would not have been released.

11th Dec 1941
Started on 4921

Note
This crossed through so there is doubt about the aircraft being worked on

12th Dec 1941
pay parade received 370 pt
currently has 714 pt
paid 100 to Fred Scott for the tented camp Christmas swindle.

13th Dec 1941
post from home received Christmas cake and puddling with soap
Day off.

Notes
. The food being contaminated with the soaps.

14th Dec 1941
More post received from home including local papers.

15th Dec 1941
purchaced stamps and cigs 15pts

16th Dec 1941
More mail from home mostly posted around the 20th September

Note
You can almost feel the relief that those at home are safe and that he is not forgotten. The dates of posting have been noted but he has just heard from home they are well. A good Christmas present.

17th Dec 1941
Purchased bottle of whisky

Note

Ken didn't like whiskey he thought it was harsh He never discovered the delights of good Malt. But he always brought a bottle at Christmas. And everyone at home is OK As he is in a far safer? Place than they are as they are under the flight path from Germany to London .Both the Poplars his home and that of his Sister 172 Woodman road suffered some bomb damage His brother inLaw Jims cousins were killed when a V1 missile landed on their Farm house in Warley..

20th Dec 1941
bought ¼ lb of three nuns pipe tobacco.
Squadron 211 left this morning.

21th Dec 1941
moved to no 2 billet posted to B flight maintenance wing.

22nd Dec 1941
50 cigs from Ada posted 22nd Aug ten days before he left the UK.
He is in No 1 gang B flight
Changing port engine on 8517

23rd Dec 1941
1000 hrs sat a board

Note
A board is a technical interview or verbal examination a fairly normal way of assessing skills

24th Dec 1941
8517 moved to hanger engine removed from nacelle
Pay parade 370 pts

Went for a walk up near by mountain left at 10 am returned 16 30

K.S.R Warners diary from beginning of 1941 ending July 1942

27th Dec 1941
Unpacked new engine and changed carberettas.

29th Dec 1941
New engine installed in 8517

31st Dec 1941
Kit inspection
Blood grouping.

Jan 1941
1st Jan 1942
promoted LAC with effect of today.
Fitted Gill ring to 8517

Note
The board he had sat 23rd dec has been successful

2nd Jan 1942
fitted set of plugs to 8517
Fitted Air Screw
Fitted Exhaust stacks
Topped up oil tank.

3rd Jan 1942
Primed port engine
fitted cowlings
ran starboard engine.
Port engine failed to start.
Wrote home.

4th Jan 1942
Started port engine.

5th Jan 1942
Corrected slow running fault on port engine.
Rushbrook ¼ day

6th Jan 1942
Port engine signed off
Started on 7781
Two air grams received from home.
One from Ada posted 21.11.41
One from Vi posted 25.11.41

7th Jan 1942
More post from home
Air gram from Ada dated 1/12/41
Starboard engine 7781 OK
Knisey ½ day

8th Jan 1942
bearer bolts signed for
plugs changed mags checked on both engines of 7781
Half day got himself really clean, Finished letter home

Note water was in short supply in the Sudan.

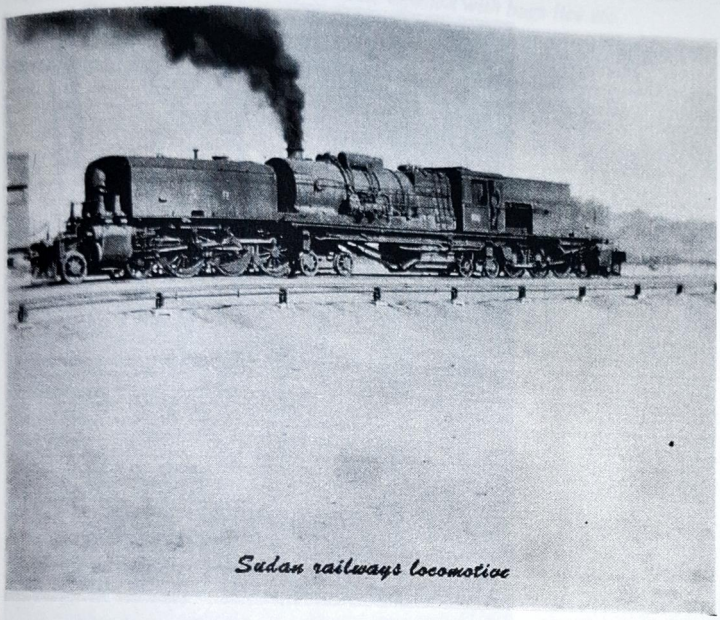
9th Jan 1942
Pay parade 1500 hrs
370 pts.
Letter from home posted 7th oct previous year.
Air Graph received from Vi posted 8:12:41 they are getting quicker.

10th Jan 1942
Starboard engine from 9817 Removed.

12th Jan 1942
Replaced starboard engine on 9517.
Detailed to proceed to 107 MU tomorrow.
For a course

Note
They are to be trained on the American Boston Bomber.

13th Jan 1942
Pay parade 370 pts.
Caught train at Summit travelling 2nd class.



14th Jan 1942
On train to Atbara breakfast Fish sans and eggs tomatos and bread butter strawberry jam 18.8 pt.
Arrived Atbara 0830
Spent day in town brought camera 210 pts

Note
Most of the pictures taken were taken with this camera.. This cost him ½ a weeks money not a fortune but not insignificant A good compact camera today .would be a similar cost in working time.
.

15th Jan 1942
Abu Hamed Good Snaps
Departed Atbara 01:45 Arrived Wadi Hiafa 20:30
Dinner on the *Lotus* 22:15 cabins with bunks for sleeping ..

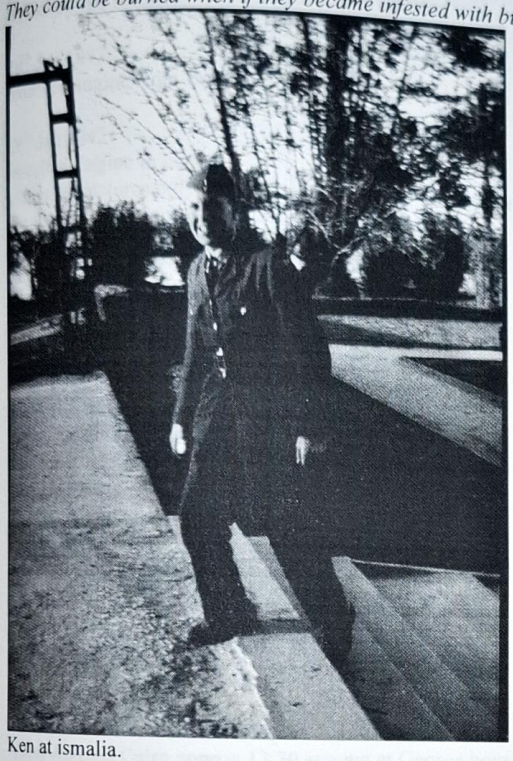
16th Jan 1942
Wrote home.

17th Jan 1942
Arrived El Shalla 0830
Departed by train 15:30 slept on train.

18th Jan 1942
Arrived Cairo 0830
,David Hogarth, Reg Stott Charles Randell. and I
Went to the pyramid's by taxi 45 pts Visited cheops pyramid and the sphinx.
On returning to the town they were given a lift by a Mr Charles Muller who provided them with Lunch cigs and a small wallet each with some cash he also invited them for tea and Dinner They departed Cairo 14:55 arriving at Ismalia at 19:00 hrs.

19th Jan 1942
Reported to hanger told to report back at 18:30.
Spent Morning getting straw for Palliases and writing notes up in diary in the naffi.

Note
Palliases are straw mattresses and were the normal mattress for service men
They could be burned when if they became infested with bugs lice etc.



Ken at ismalia.

20th Jan 1941
Lecture Stromberg Fuel injector Carburattor./

Note this would have been new

21st Jan 1941
Started a little practical flying display over Drome
Lecture on Tappet clearance and valve timing.

Note These would have been New engines for all of them

22nd Jan 1942
Valve timing.

23rd Jan 1942
Mag timing.

24th Jan 1942
Practical

25th Jan 1942
First test
Walked into Ismailia with David Hogarth in the afternoon and saw the royal yacht.

26th Jan 1942
Lecture on Hamilton Hydromatic Air screw.

Note They had already had extensive experience of this device.

27th Jan 1942
Removed Air screw.

28th Jan 1942
removed engine from Boston

29th Jan 1942
Installed Engine in boston
Collected pictures only 14 printed light getting into camera.
An Australian corporal fixed camera for him.

31st Jan 1942
Went for a walk and handed in film of Ismalia.

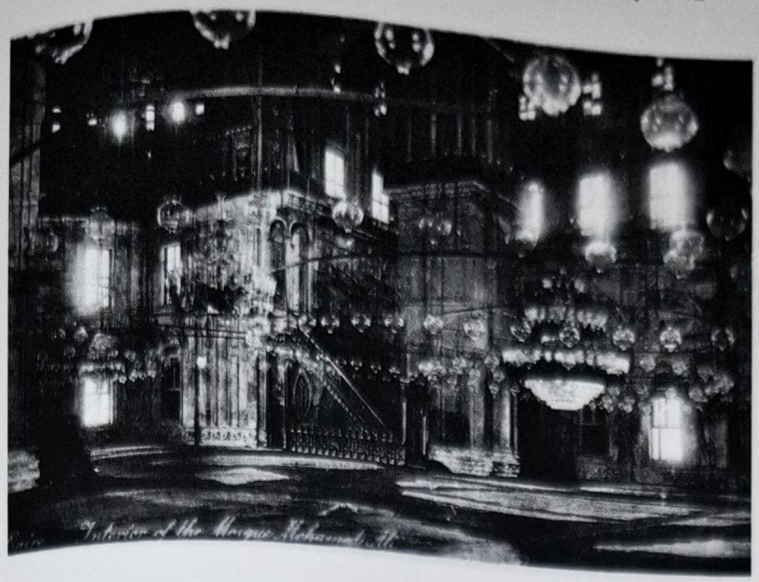
Feb 1942
2nd Feb 1942
Boston almost ready for run up.

3rd Feb 1942
Boston ran up today.
5th Feb 1942
Snaps should be ready today

7th Feb 1942
received 300 pts

8th Feb 1942
Note course should finish today.
Then Arrived Cairo approx 13:30 staying at George house?

K.S.R Warners diary from beginning of 1941 ending July 1942



10th Feb 1942
Visited Mosques of Mahommed Ali pasha ad Hussain Pasha and the blue mosque also went round the Bagars Native Quarter.

11th Feb 1942
Should leave Cairo tonight Train should leave 19:30

12th Feb 1942
Should arrive Aswan approx 3.45 pm
Arrived Ell Shalla 11.30 am Departed 3.30 pm

14th Feb 1942
Should arrive Waddi Hiafa
Departed Waddi Hiafa 11.50.

15th Feb 1942
Arrived Attbara approx 9.00am

16th Feb 1942
Arrived Waddi Gazouza 10.30 – 1100

17th Feb 1942
Started Work
Sump flooding on 7520 is leaned further and fitted new cleaner trouble cured.
Put shoes in for repair.

18th Feb 1942
signed up for 7520
Started to remove engines Written of Kite.
Ordered to wear topees
7519 no 6 cylinder starboard engine

19th Feb 1942
Removed no 6 cylinder and piston.
Piston badly scored and rings
Balled in grooves.
Metal in lubrication system.
Whole system to be flushed.
Removed oil cooler.

Note metal in the lubricant is a sign of bearing failure and spells a potentially wrecked engine Ken is aware of this but is not the engineering officer who makes the decision to continue with the investigation or to replace the engine and return the damaged one for rebuild or to rebuild on site...

20thFeb 1942
Pay parade 370 pts
Flushed oil system reassembled oil cooler
Started on piston rings.

21st Feb 1942
Finished piston rings and assembled piston and cylinder.

22nd Feb 1942
Parade and kit inspection
Stomach trouble early this morning
Wrote airgraphs
To Jack and Vi and to Ada and Jim

23rd Feb 1942
Stomach slightly improved.
7519 filled with petrol and oil.

24th Feb 1942
Signed up for 7519
Went on flight test engines OK
Starboard Air screw failed to change pitch in air.
First Flight impressions very little effect on me except when banking and fast climbing.

25th Feb 1942
Changed Air screw on 7519 still unsatisfactory.

26th Feb 1942
Changed air screw on 7519 again now ok and it has gone over to the flight.

27th Feb 1942
Received an AirGraph from Vi Rita wants to Know if I shall be a black man when I return Home.

28th Feb 1942
7519 US (Un service able) owing to slack plug insert in no 6 cylinder and Air screw slipping into course pitch with the controls in fine pitch with revs are 1800.
Went to a talk by AC Allen on short Hand Notes in the House of commons.
Two letters received dated 11:11:41 and 24:11:41 over three months.

March 1942
1st March 1942sorted
Day off Mail and wrote home
Received an airgraph from Vi dated 5th feb 42 took pictures of the camp.

2nd March 2004
Working on 8517 and 7519 Checked reduction gear 1/16 inch end float on airscrew shaft.

Wing Commander Bailey MBE informed us we have to be ready to move by 21st

3RD March 1942
Removed reduction gear and fitted a replacement to 7519 also removed no 6 cylinder working till 530 pm

Received letter from home also Gazette and letter from Ada
Wrote to Ada and Jim

4th March 1942
Removed No6 cylinder and piston from starboard engine of 8460.

5th March 1942
Fitted cylinder to 7519
Very hot this afternoon had extra hour for tiffin worked an hour later.

6th March 1942
Pay parade 370 pts.

7th March Started work on 7694 at 0530 port engine change
Daily inspection on 7519 signed for reduction gear and no 6 cylinder Air test on engines ok rev indicator on starboard US.
I flew with Kite about ½ hour.
Cigarette ration 50 masters 2 boxes matches.

8th March 1942
7519 testing rev indicator gone over to flying flight 13.25
Z7694 Working from 1400 to 1730.

9th March 1942
Removed engine port from 7694 cleaned oil tanks and oil coolers and refitted.
Removed Carburettor from new engine.

10th March 1942
Im getting the early morning tea at 515 am
Installed port engine 7694

7519 test compression check mags fitted a set of new plugs.
Went to debating Society (Theres gold in them there hills)

11th March 1942
7519 Compression on 1& 2 cylinders only both engines to be changed.

12th March 1942
Clothing parade I received 2 pairs of shorts ! pair of stockings

13th March 1942
Moved 7594 outside ran starboard engine OK
Ran port engine ok 2500rpm.

14th March1941 Sat

K.S.R Warners diary from beginning of 1941 ending July 1942

Debating Society subject. The News PO Rocket by A.Pickering ?

15th March 1942
Changed the plugs on the port engine of 7694 in the morning
Test flight on 7694 port engine OK. Starboard engine cutting out on weak mixture course airscrew pitch and one mag.
Garry and I change the plugs on the starboard engine.

16th March 1942
Discovered that plug leads on 1 and 3 starboard mag
and no 6 port mag are not insulated.

17th March 1942
Changed three plug leads on starboard engine ran engine OK
Port engine missing badly

18th March 1942
Pay parade
Paid in east African notes £7:10:0
Changed plugs in port engine
Engine tested before tiffin OK
Pilot ran engine after tiffin 150 rev mag drop test
Bottom plugs of cylinder 4 6 and 7 flooded with oil.

19th March 1942
7694 checked leads removed cylinder 4 and found that the top
compression ring had 0.025 ins clearance in piston groove.
Engine to be changed.
Parcel received from Aunt Em with a pair of socks
and a small callender with a hunting scene. On the front.

20th March 1942
Main body of 72 OTU left today for Kenya
Engine bolts tightened and most of the lines connected.

21st March 1942
Should move to Kenya any time after today.
Ran port engine of 7694 one of the best engines I have ever ground tested.

22nd March 1942
Went on air test 7694 very satisfactory.

23rd March 1942
Changed port mag on port engine of 7898.
Party left for Waddi Saidna.

24th March 1942
Ran port engine port mag defiantly us
Moved from no 2 billet to number 1 Someone stole my torch.
Changed Port mag of Port engine no 9 plug lead very weak spark.
My name on orders to proceed to new location.
This cancelled by Flight Sgt Savage.

25th March 1942
Changed Volks Fitter on short nose this morning. Testing at 05:30
Saw formation off and did daily inspection on another short nose and
daily inspection on the Group captains Boston.
Saw P/O brown of VEX 110 in the Airman's mess at dinner.

Note P/O Brown was one of the pilots from Wattisham on 110 squadron

26th March 1942
Changed lead on port mag port engine on 7698
Went on test flight with WO Wilson as pilot Flight sgt Thorn and Flt sgt Savage
Kit OK Parachute thoctals blew into fusularge in flight I was n the rear turret.
D.I. signed for on port engine of Boston 668.
Received letter from home dated Dec 22 1942.

Note DI daily inspection.

27th March 1942
Saw 668 of at approx 10:00 hrs
Cleaned turret and escape hatch on 7698.

28th March 1942
Collected empty petrol drums in garry and returned with full ones..
Went to Calnatgo and removed starboard engine from kite and packed it in a case.

29th March 1942
DI on 8460 port engine
Went to Gebict to cinema.

30th March 1942
No 5 formation of short nosed Blenheim's departed today.

April 1942

1st April 1942
Started to clean up port engine 7698
Finished work at 1200 till tomorrow morning.
Boston formation left this morning 06:30

2nd April 1942
DI on 7698 Take off to morrow morning at 0600
To be on Kite at 05:30

3rd April 1942
Left Waddi Gazouza in 7698 at 0630 approx
Arrived Waddi Saidna at 0900

4th April 1942
Left Waddi Saidna at approx 0630
Arrived Kosti about 0800.
Changed bottom plugs on port engine 7694.
All 3 Kites took of at 1300.
7694 Starboard engine out so all landed again.

Whent to Kosti rest house for Dinner saw Crocodiles
in the mud when crossing the Nile and also
large stork like birds standing in the water

5th April 1942
Breakfast 0630
0730 at landing ground
0930 -1000 Six.. of formation from Waddi arrived and some took
of again but one did a belly landing again almost immediately
as one engine failed mechanically

We took of 7698 7694 7642 at 1300 and arrived at Malakala 1500
Approx

Living in rest house Sdj R & S

6th April 1942
rise 0500 breakfast 0530
DI 7642 port engine Gills not opening enough.
Reset gills on both engines.
Wired port hot air shutter in cold position as return spring broken.
5 long nosed machines took off just after 1000
finished work at 1000 hrs
bath after tiffin: after Chii went to British airways jetty
where a Fligh Sargent shot a crocodile and I caught a poisonous fish.

7th April 1942
Checked 8460 for compression very poor
Run up 2200rpm at 4 ½ lb boost port mag 200 drop.

8th April 1942
Checked Port mag leads starboard engine 8460
One broken porcelain!
Altered boost
Take off cruising
+2lb rated
+4lb take off
+6lb 2400 rpm
at 5lb 2350rpm

9th April 1942
Changed all port mag plugs of starboard engine
Port mag drop now OK 2350 rpm.

10th April 1942
Changed no2 port mag lead on starboard engine of 8460
Also all port mag plugs.

11th April 1942
Finnished plugs and changed no6 starboard mag lead 8460.
Took of in 8538 and had to land again owing to low oil pressure
And very high temperature.
Removed oil pressure filter also scavenge and tacelimit oil cleaners.
Both had metal deposits in them
Flying approx ¾ -1 hr oil pressure 30 lb/sq"
Temp 95deg C

Note
This smacks of an engine change metal in the filter!!
He knows but has to follow instructions

12th April 1942
Took of again this morning oil pressure and temp normal.
Had to land owing to volks lifter becoming flooded with oil
and dense smoke from the exhaust of the port engine.
Removed oil pump and found OK
Checked scavenge line from pump to tank.
Went down river in British airways launch saw storks feeding on the
carcass of a dead horse in the river very close.

13th April 1942
8538 took of this morning oil pressure still 30lb/sq in
temp 90 deg C
altered pressure relief valve 1 ½ turns
pressure now 45 lb/sq in
at 85 deg c
adjusted valve again 1 ½ turns test flight
pressure 45 lb/sq in at 90 deg c
Metal in scavenge filter Engine to be changed
Flight Sgt Savage, J. Butchard and I are staying to make the change.

14th April 1942
Four aircraft took off all returned after 20 mins 8460 starboard engine cutting.
We the three left are to change this engine also.
Three aircraft took off after 1000hrs.
I have caught a cold.
Brought some black shoes and left old ones for repair.

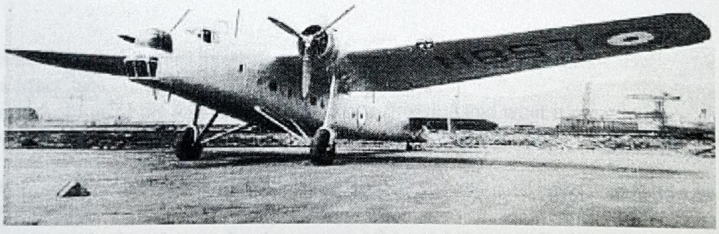
15th April 1942
Moved aircraft on to permanent runway this morning.
Lockie and Ledger leave tomorrow.
Knoticed peculiar manner in which the
local male natives arrange their hair and cover themselves in mud.
Wrote home and to Ada and Jack.

16th April 1942
Wrote home and also to Jack and Ada

17th April 1942
Chorot and Winkies the local native tribes started a riot throwing stones
At each other till the police intervened.
Removed Air screws from both engines
8460 starboard and 8538 port.
Musical evening at rest house.

18th April 1942
Started working on port engine of 8538
Bombay arrived with engines at 05:00 pm

Bristol Bombay Transport/Bomber



The Bombay was a high-wing, monoplane bomber with fixed landing gear. It was first built in 1935, but did not enter service until 1939. It was obsolete for the European theatre, however, it was designed to be simple and rugged for use in remote locations. It was used as a bomber only in North Africa, and then only at night or for unusual circumstances. Due to it's noisy engines, Air Commodore Collishaw used it during Operation Compass in North Africa to drown out the sound of the advancing tanks and armoured cars. It was also used to "bomb" the Italian forts with 20 lb anti-personnel mines. Each Bombay could carry 200. As the plane circled a fort, one man would arm the AP mine, hand it to another who would then toss it out the fusilage door. They kept this up all night alternating planes and forts. It was reported to have lowered the Italian's morale even further. Its main function in WWII was as a transport in the African and Mediterranean theatres, where it did stirling service for the first half of the war. The Bristol company built around 50.

Technical Details

The Bombay was crewed by six, two Pilots, Navigator, Wireless Operator, Fitter/Air Gunner and Rigger/Air Gunner. The AirGunners had to do double duty as the remote operations required men specially trained to keep it operational at all times. The Bombay was powered by two 1010 hp (753kW) Bristol Pegasus XXII radial engines that got it up to 192 mph (310 km/h). It had a ceiling of 25,000 ft (7,620 m) and a range of 2230 mi (3590 km). It was armed with four 0.303 machine guns; one each in the nose and tail turrets, and two that could be fired from hatches amidships. The rear gun was removed after 1941 as the aircraft was tail heavy. They could carry an adequate external bomb load of 2000 lbs (907 kg). As a transport it could be fitted with 24 seats.

19th April 1942
Removed both new engines from the Bombay

20th April 1942
removed old engines from nacels of Blenhiems.

21st April 1942
Paid 375 pts at Malakala

22nd April 1942
Fitted auxiliary drives to new engine for 8460.

23rd April 1942
installed Starboard engine of 8460

24th April 1942
375 american mission at which a very interesting and pleasant evening was spent
with Mr and Mrs MacClure
Learned the various customs of the native people their hair dressing and what it means.
The custom of the Shginer tribe to murder their king in his prime for fear that he would raise a weak Heir.
The cattle owned are the peoples wealth and wives are brought for about 10 cows 1 cow =£4 to £5 with bulls being worth a £1 less.
Wives maybe brought on the instalment plan 6 cows now the rest latter may be 20 or 30 years latter.
There is an abundance of fruit and vegetables.

25th April 1942
Installed port engine in 8438 this morning.

26th April 1942
Fitted exhaust ring to 8536

27th April 1942

Went to tea at Maclougs The DC where he rode the zebra in the garden
Which resulted in him meeting Captain Digby of the mounted police and Mr J Jack a vet nary surgeon
This lead to him being invited al over the place because he could Ride. See note 3

28th April 1942
I saw the Prime minister of Burma Arrive this afternoon at the rest house under close escort detained for fith column activities.
Chiefy Savage not very fit this morning.

29th April 1942
Squadron leader Thomas stopped here this morning on his way North.
Refuelled outer tanks of his Boston 112 gals 100 octane. See note 4.

30th April 1942
Received pay from the govenours office Malakal 375 pt
Had hair cut owe Flt Sgt Savage 10pt which I repaid May 5th.

May 1942

1st May 1942
It rained very hard this morning the first real good rain since we left England in sept.
I got ACL through.

2nd May 1942
More rain but not so heavy.

3rd May 1942
Heavy storm winds moved 8460
Mr. MacClure preached tonight at Malakal.

4th May 1942
We anticipated that the Blenheim would be ready today but its not yet serviceable.
Fitted exhaust stacks to 8538 which is now ready for priming and running up.
Air crews should have arrived today but there is no news of them.
Rained very heavily with thunder and lightning in the late evening.

5th May 1942
Ran Port engine of 8550 this morning. Oil leak on Variable pitch air screw
Ran port motor again-1b boost 1900rpm

	4.5 lb boost 2400 rpm
Max load	+4.5 lb boost 2400 rpm
Take off boost	+4.5 lb boost 2400 rpm
Starboard mag drop	50 – 100 rev drop
Port mag drop	200 – 250

Moved both machines to dispersal point
Rain in morning.

6th May 1942
Ran port and starboard motors of 8538
Starboard OK
Port max level flight boost 41/2 lb
Take off boost +4 ¾ lb approx 2500 rpm

7th May 1942
Changed boost control unit on 8538

8th May 1942
Ran Port engine 8538
Rated boost 3 ½ lb
Take off boost 4 ¾ lb

9th May 1942
Working on 8460
Should be ready for run up tomorrow.

10th May 1942
Ran port motor on 8460
Cruising boost +2lb boost
Rated boost +3 ¼ lb
Take off +4 ¾ lb
Both mags 200 rpm drop

11th May 1942
Two Bostons arrived this morning at Tiffin Time.
F/o Pengelly and a F/lt they are going on to Waddi Saidna tomorrow and will return on Thursday or Friday and pick up Flight sgnt Savage J butchart Benson and myself.

15th May 1942 Friday
Posted air letter to home and Ada.

16th May 1942
Invited to visit Mr Jack tomorrow mid day

17th May 1942
Blenheim arrived from Kartombe
8538 8460 and the above machine left Malakal 13:30 arrived Juba 16:00
8538 in which I was smashed stern frame on landing and ran of the run way.
Billetted at tansit camp.

18th May 1942
Checked and filled kites with oil before breakfast
Went to crashed Blenheim in swamp took several snaps.
Inspected stern fame found it unserviceable
4 died in this crash.

Note
They were trying to find parts to repair their Blenheim not nice

19th May 1942
Ran engines of 8460 and 8403
Whist drive in camp very enjoyable evening.
May take off tomorrow rise at 04:30 to have 8517 serviceable for 07:30

Ken working on a Blenheim at Juba May 1942

20th May 1942
Up at 04:30 changed bottom plugs of 8517 which took offon consumption test at 0800
Test satisfactory.
8403 8460 and 8517 took off 1100 hours. From Juba arrived Nakuru at 1400

21st May 1942
Reported to Hanger this morning attached to Cpl Opies gang working on Boston 2219

22nd May 1942
2219 serviceable rained this afternoon finished work early.
Wrote to Aunt Emma and home.

23rd May 1942
signal from Nanuky ordering Jim Butchart and myself to return to 72 OUT
Should have taken off in 8460 but drome was US

24th May 1942
Left Nakuru in 8460 at 0910 arrived Nanyuki 0935
Papers and letters received today from Ada 6/1/42 1/11/41 1/12/41 11/12/41
From home air graphs 15/3/42 12/4/42 letters 31/3/42 7/12/41
From Vi and Jack 3/3/42 13/4/42

25th May 1942
Rounds of sections of new station
Went into Nanyuki in the evening Posted Air graph home.

26th May 1942
On fire piquet tonight
Airgraph and letters from home Brentwood Gazette 19/4/42 letter 22/2/42

27th May 1942
Sept through afternoon
Went into Nanyuki in the evening on the liberty wagon brought suit case 33 shilling.

28th May 1942
Informed that Jim and I are to be met by Mrs Budgen with whom we are to stay till 1st June 1942.
We are to be met at the British legion at 14:45
We were met and taken to Mrs Budgens home.

29th May 1942
Played bowles most of the morning Slept the afternoon
After tea I rode the Majors Mare a very nice ride.

30th May 1942
Went to Nyrie with Major Lucus. Baden Powell was buried here at Nyrie.
Met Mrs Schofield and Mrs Dage who invited us to visit them when ever it was possible.

31st May 1942
Jim and I went for a walk round the farm and when we arrived back found that ten chaps from the camp had arrived for lunch.

June 1942

1st June 1942
Rode this morning the Majors mare She went wonderfully well and behaved perfectly.
Left Budgens at 5.55 pm arrived at the British legion Canteen 7.30 pm

2nd June 1942
Started work on removing engines of 7698.

3rd June 1942
Received two Air graphs one from home and the other from Adas.

4th June 1942
Went to Nanyuki called for snaps 7.5 shilling

5th June 1942
Removed port engine 7698
Received letter and parcel from home also a letter from Aunt Emma

6th June 1942
Wrote home and to Ada and Jack
Removed Starboard Engine 7698

7th June 1942
Started 800hrs this morning
Removed throttle and mixture control lay shaft 7698
Received parcel from Ada.

Note
This is the final entry in this diary perhaps he received a new one.
This one has been in use for a year and a half.

Notes
1 A/S Air screw Hydromatic variable pitch constant speed. Used to mainfain constant Economic engine revs.

2 Magneto A means of providing ignition spark aircraft have dual ignition two magnetos to provide back up in the case of a failure of one. Magnetos were and are notorious for failing. If one mag fails or is switched of engine revs should not fall much more than 200 rpm means a failure on daily inspection. Repair and maintenance of magnetos was a vital skill.

3 The DC is the district commissioner the local magistrate tax collector and local administrator in the time of the empire and currently in ex British administered countries. This man was Judge jury and police force in one man. Intelligence officer famine prevention officer. Often very young very hard up frequently with a young family in remote areas and perhaps the only person of authority in hundreds of miles. Their known personal integrity was all that stood between them and rebellion. . However they could be pompous

4 Metal particles in the oil indicates a failure of bearings in the engine.

5 High Octan fuel was required for the newer USA built engines

Aircraft mentioned

Dornia 17 German bomber attacked Bircham Newton

Short nosed Blenhiem made by Bristols Twin engined night fighter Tactical bomber.
Aircraft at Bircham Newton MQ22 maintainance wing
Aircraft at Wattisham operational Squadrons 110 and 226.
OTU. Operational Training Unit
72 ~~OUT~~ aircraft eg.8460 pre war built probably over hours no longer active service aircraft but good training aircraft for an Operational training unit. However they require high technical support to keep them airworthy Worn out aircraft make a good substitute for operationally damaged aircraft.

Moth
Basic trainer light transport used as general hack by senior officers.

Majister
Trainer light transport used as general transport Hack by senior officers.

Boston Douglas DB7 Twin engined night fighter Tactical bombers These became operational in British service in late 1941 many were ex French air force that had not been delivered to France at the fall of France.
Fast replacement for the Blenheim.
Dad trained on these at ismailea in Egypt Jan 1942 These were the new aircraft for the desert air force.
Very heavily armed with forward firing guns and a 2000lb bomb load

Long nosed Blenheim Twin engined night fighter tactical bomber
The current production model in 1942 production stopped 1943 probably over hours air frame and engines.

Bombay Frieghter old no longer practical bomber dating to mid thirties built for hard service rugged and noisy but reliable.

Ken served with 110 squadron at Wattisham/ Squadrom 110

Group	Squadron	Base	County	Arrived	Comments
2	110	Wattisham	Suffolk	03/09/39	83 Wing. Blenheim IV, 06/39.
2	110	Lossiemouth	Morayshire	19/04/40	
2	110	Wattisham	Suffolk	02/05/40	
2	110	Horsham St. Faith	Norfolk	16/02/41	
2	110	Wattisham	Suffolk	15/03/41	
2	110	Manston	Kent	26/05/41	
2	110	Wattisham	Suffolk	09/06/41	
2	110	Luqa	Malta	01/07/41	Detached to Mediterranean
2	110	Wattisham	Suffolk	28/07/41	
2	110	Lindholme	Yorkshire	15/09/41	
2	110	Wattisham	Suffolk	20/09/41	
2	110	Lossiemouth	Morayshire	23/12/41	
2	110	Wattisham	Suffolk	28/12/41	To Far East, 17/03/42.

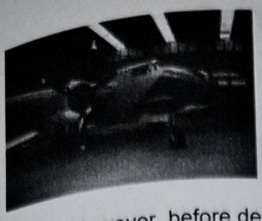
Aircraft Types Ken is know to have worked on

Bristol Blenheim

Specifications				
Model	Blenheim IV			
Engine	2 x Bristol Mercury XX 920hp 9 cylinder Radials			
Max. Speed	266	mph	428	Km/h
Max. Range	1,950	Mls	3,138	Km
Empty Weight	9,790	lbs	4,445	Kg
Loaded Weight	14,400	lbs	6,537	Kg
Span	56 / 4	Ft/in	17.17	m
Length	42 / 9	Ft/in	13.04	m
Height	12 / 10	Ft/in	3.91	m
Armament	2 x .303 calibre machine guns each in chin & top turrets 1 x .303 calibre gun in nose Internal bomb load 1,100lbs (454kg)			
Notes	Developed from a fast executive transport , the Blenheim flew for the first time in April 1935. It achieved an astonishing (for then) speed of over 200 mph (320 km/h) Although vulnerable to the later designs of German fighters the Blenheim achieved many successes throughout WW2 A list of "famous firsts" can be seen below			

Blenheim Firsts

Date	Details
12.04.1935	First flight of Bristol Type 142 "Britain First"
24.10.1935	First all-metal monoplane of stressed-skin construction ordered for the RAF
25.06.1936	First flight of Bristol Type 142M "Blenheim I" K7033
17.03.1937	First delivery of "Blenheim I" K7036 to 114 Squadron , Wyton
24.09.1937	First flight of Bristol Type 149 "Blenheim IV" K7072
30.08.1939	First aircraft in the world equipped with air-to-air radar. 25 Squadron had 15 Blenheim MK I Fs with AI MK I
01.09.1939	First aircraft to reach 1,000 deliveries under pre-war expansion scheme. 1,089 (more than any other type) were on charge
03.09.1939	First Second World War sortie against Germany, MK IV N6215 of 139 Squadron, 1202hrs
04.09.1939	First bombing raid of the war, against German fleet off Wilhelmshaven - Five Mk IVs from each of 107,110 and 139 Squadrons.
10.10.1939	First decorations of the war - DFCs to Blenheim pilots F/Lt Doran 110 Squadron and F/O McPhearson 139 Squadron
28.11.1939	First Fighter Command attack on a German base, Borkum - Six Mk I Fs of 32 Squadron.
21.12.1939	First Night Intruder sorties against enemy airfields - Mk I Fs of 23 Squadron
05.02.1940	First ever radar controlled interception (by CH Station at Bawdsey Manor), He111 destroyed 45 miles off Suffolk coast by Blenheim IV P4834 from Martlesham Heath
11.03.1940	First RAF aircraft to sink a German Submarine (U31)
11.05.1940	First RAF sortie against Italy, attack on El Adam airfield - 26 Blenheim Mk Is and Mk IVs from 45, 55 and 113 Squadrons
22.07.1940	First ever successful interception using air-to-air radar - Mk I F Blenheim from Fighter Interception Unit, Ford
24.02.1941	First flight of Bristol Type 160 "Blenheim V" AD657
12.08.1941	First deep-penetration unescorted low-level daylight raid, Cologne / Knapsack Power Stations - 54 Blenheim Mk IVs
08.12.1941	First RAF sorties against Japanes Forces- 62 Squadron Malaya
23.02.1942	First RAF aircraft to sink a Japanese Submarine - Mk IV of 84 Squadron
07.07.1942	First RCAF aircraft to sink a Japanese Submarine - Mk IV of 155 Squadron
	First and ONLY RAF aircraft to serve in every wartime RAF Command (Fighter, Bomber, Coastal, Army Co-operation and Traing Commands.) AND in every Theatre of War



Douglas Boston A28-8

This aircraft, 'J' for Jessica, was originally ordered by the French but when France was overrun by the Germans, it was to be given to the British. However, before delivery to the British the Americans decided to give the aircraft to the Dutch in Java. This aircraft plus eleven others were shipped to Java, but before the aircraft's arrival in Java, the Japanese overran the island and the aircraft were redirected to Australia.

The Boston's initial role was coastal surveillance. However, it soon changed to ground attack missions, often at tree top height. In this role the aircraft was configured with four 50 cal cannons and four .303 machine guns in the nose fixed firing position, plus mid upper gunner operated twin .303 machine guns, and two fixed rear firing .50 cal cannons. The Boston carried a normal crew of two, a pilot and gunner, but sometimes carried a spare gunner in the rear compartment

It was in a Boston that the RAAF's only Victoria Cross of the Pacific war was awarded to FLTLT W. E. Newton. For this reason, the Boston holds a special place in the history of the RAAF and Newton's VC reflects the substantial contribution No 22 SQN and its Bostons made to the Allied campaign in the New Guinea theatre of WWII.

This aircraft was painstakingly restored by RAAF technicians between 1983 and 1996 after being recovered from Goodenough Island, New Guinea in 1981.

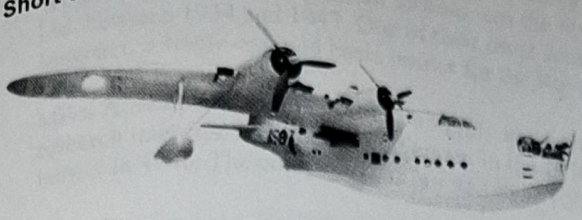
The Douglas Boston aircraft was a highly effective light bomber/light attack aircraft. It was powered by a pair of Wright Cyclone 2600 supercharged engines developing 1600 horsepower. These gave the Boston an impressive top speed of 260 knots. Although the Boston was built in great numbers by the Douglas Aeroplane Company, USA, only 69 aircraft were operated by the RAAF, all serving with No 22 Squadron from 1942 to 1944.

Consolidated PBY Catalina

Specifications				
Model	PBY - 5A Catalina			
Engine	Two 1,200hp Pratt & Whitney Twin Wasp R-1830-92 Radials			
Max. Speed	196	mph	314	Km/h
Max. Range	3,100	Mls	4,960	Km
Empty Weight	17,564	lbs	7,974	Kg
Loaded Weight	34,000	lbs	15,436	Kg
Span	104	Ft/in	31.72	m
Length	63/10	Ft/in	19.52	m
Height	18/10	Ft/in	5.65	m
Notes	The prototype XPBY-1 made it's first flight in the spring of 1935 The PBY-5 went in to service in 1939/1940 and was adopted by the RAF as the Catalina This name was recognised by the US Navy in 1941 Apart from it's primary role as a patrol bomber, the Catalina was used as a torpedo carrier, night bomber, convoy protection and anti-submarine weapon and air/sea rescue duties.			

Ken worked on these at lake Victoria and in the Indian Ocean at Da and Mombassa
He didn't get to the outstation in the Seychelles.

Short Sunderland MR5



Short Sunderland MR5
ML824

Period:
WWII

Send this image as a Postcard

By the start of the Second World War in September 1939 three squadrons had been equipped with the Sunderlands. Seven hundred and forty-nine Sunderlands were built, and they served throughout the war. The final Coastal Command Sunderland operational mission was in June 1945 over four weeks after the German surrender. Long-range Sunderland operations also took place overseas from bases in Africa and the Far East.

Post-war the type took part in the Berlin Airlift carrying 4920 tonnes (4847 tons) of freight. During the Korean War Sunderlands based in Japan undertook nearly 900 operational sorties totally over 13350 hours of flying. The Sunderland finally retired from RAF service in 1959 when the last aircraft were scrapped at RAF Seletar, Singapore.

The Sunderland's design was so good that it remained in front line service for over twenty years. It was also the last flying-boat operated by the Royal Air Force. The Sunderland was produced as a military development of the 'C'-Class Empire flying-boat operated by Imperial Airways. It entered service in June 1938 and was the first British flying boat to have power-operated gun turrets as part of its defensive armament. This strong protective armament resulted in the Germans giving it the nickname 'Flying Porcupine'.

Back **Collection Ref:** 71/A/1408 **Location:** Hendon

Ken worked on these on lake victoria and on the Indian ocean at mombasa and Daasalam

MAGISTER: THE TRAINER

"Magister" is Latin for **"Teacher"**, **"Tutor"**, or **"Mentor"**, and represents the company's aim to be a centre of high quality training and consultancy support to the patent information community.

The offices of Magister Ltd. are situated in Reading, England, a short distance from Woodley Aerodrome. This small airfield was the hub of operations for Miles Aircraft Ltd. between 1934 and 1947. One of their most successful products was the M.14 Magister, a single-engined basic trainer for the Royal Air Force.

Miles Aircraft Ltd. were known as a highly innovative company, with extensive research interests, including involvement in the British project to break the sound barrier in 1946. The company was granted over 100 patents during its short life.

The Miles Magister M.14 Training Aircraft. 1936

Ken fixed the mags on one of these at Wattisham.

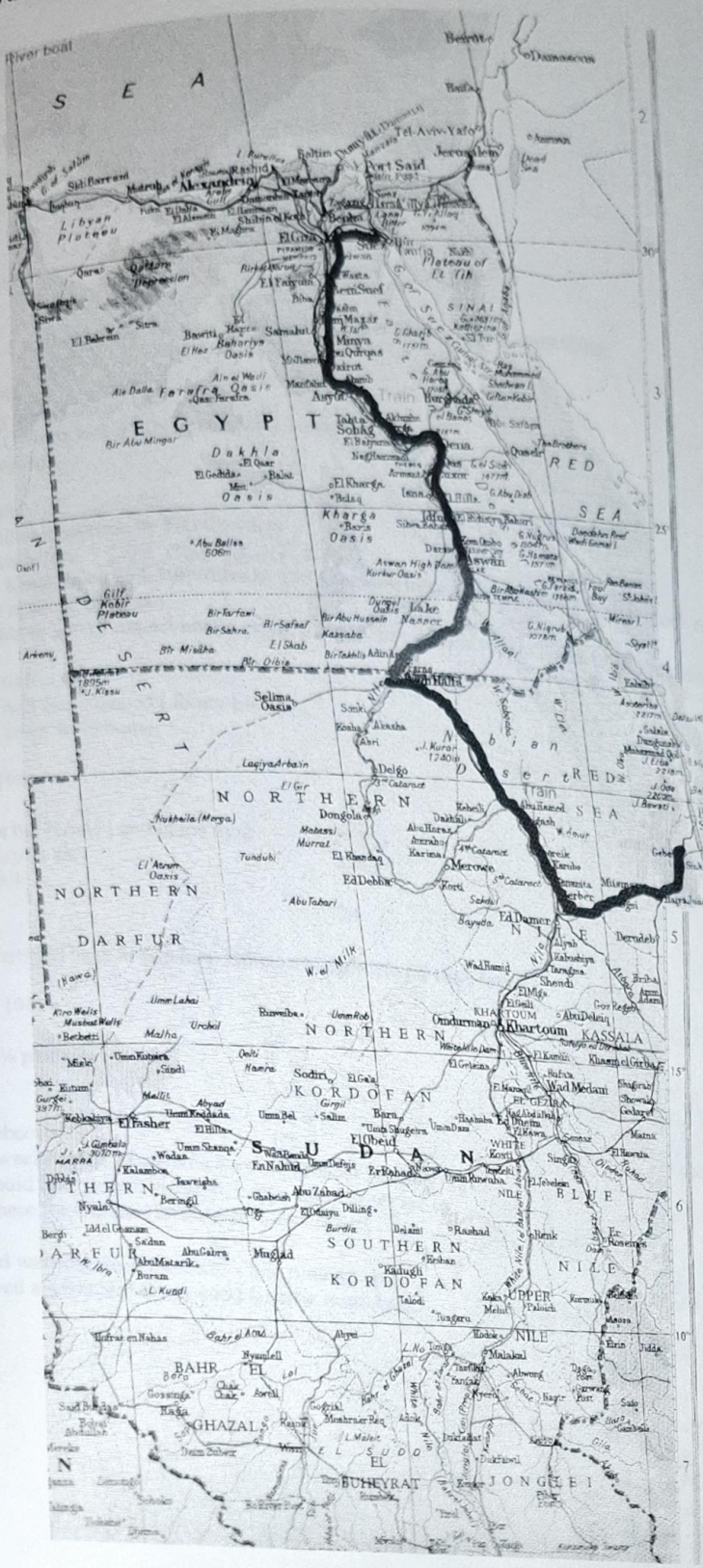
de Havilland D.H.82C Tiger Moth - Specifications

As delivered in 1942

Engine:	145 hp de Havilland Gipsy Major 1C four cylinder inverted air cooled
Length Overall:	23 ft. 11 in.
Height Overall:	8 ft. 10 in.
Wingspan (upper):	29 ft. 4 in.
Seating	Two (tandem) enclosed cockpits, dual controls, solo from rear seat
Landing Gear:	Conventional with tailwheel instead of skid
Wheel Track:	5 ft. 3 in.
Gross Wing Area:	239 sq. ft.
Propeller:	2 bladed, wooden fixed pitch
Gross Weight:	1,825 lb.
Empty Weight:	1,200 lb.
Useful Load:	625 lb.
Maximum Cruising Speed:	107 mph
Normal Cruising Speed (sl.):	90 mph
Maximum Diving Speed:	180 mph (max RPM in dive 2400)
Rate of Climb:	635 ft. per min.
Service Ceiling:	14,600 ft.
Fuel Capacity:	19 imp. gal.
Oil Capacity:	2.1 imp. gal. in externally mounted tank
Cruising Range:	275 miles

Maps

K.S.R Warners diary from beginning of 1941 ending July 1942


River boat
S E A
Beirut
Damascus
Haifa
Tel-Aviv-Yafo
Jerusalem
Amman
Port Said
Alexandria
Rashid
Marsa Matruh
Libyan Plateau
El Gina
Suez
Plateau of El Tih
S I N A I
El Tabyin
Gulf of Suez
Ras Mohammed
Sharm el Sheikh
El Bahrein
Siwa
Baqiti
Bahariya Oasis
Salmabul
Minya
Qurna
Asyut
Farafra Oasis
Ain el Wali
Ain Dalla
Bir Abu Mingar
E G Y P T
Dakhla Oasis
El Quar
El Gedida
Balat
Sohag
Qena
Quseir
Hurghada
Safaga
Gulf of Zeit
R E D
S E A
El Kharga
Kharga Oasis
Bulaq
Abu Balios
Aswan High Dam
Aswan
Gulf Kebir Plateau
Bir Tarfawi
Bir Sahra
Bir Safsaf
Bir Abu Hussein
Kasaba
El Shab
Bir Tabbila
Bir Dibis
Bir Misaha
Wadi Halfa
Selima Oasis
Sonki
Koshe
Abri
Delgo
Laqiya Arbain
N u b i a n
D e s e r t
Port Sudan
Suakin
Gebeit
Tokar
Kassala
Tamanieb
Mersa Haiya
N O R T H E R N
D A R F U R
Dongola
Mahassi
Murral
El Ruseiras
Ed Debba
Merowe
Korti
Abu Harraz
Karima
Berber
Atbara
Ed Damer
Bayuda
Tundubi
Abu Tabari
Nuqhaila (Merga)
El Atrun Oasis
W. el Milk
Umm Lahai
Umm Rob
Umm Kubura
Umm Kedada
Umm Bel
Umm Shagera
Umm Dorn
Umm Ruwaba
Umm Shanga
Umm Berembita
Umm Delenj
Umm Ruwaba
Umm Dorn
Umm Kuwa
Umm Ruwaba
Umm Ruwaba
Umm Ruwaba

anything like that since we arrived
and we consider its cold in the morning
if the temperature is as low as 68-70°
and I don't think you would consider
this cold.

It seem the W.I. have been doing
well with that jam making.

Why the worry about getting older
even your little brother is getting on for
thirty, we are all getting older together

I am writing a lot rubbish, but some
of the chaps have just had a board, and
are talking about the questions they
were asked, and as I may be having
one myself soon I'm naturally
interested in this conversation.

Well as space is getting small I
must close. So here's hoping this
will find you both in the very best
of health. (I am needless to say
in the pink and as I don't worry
where I am, I'm quite happy although
in an outlandish part of the world.)

All the Very Best
Your Affectionate Brother
Ken.

Geo. Tyler

BY AIR MAIL

AIR MAIL
LETTER CARD

IF ANYTHING IS ENCLOSED THIS CARD
WILL BE SENT BY ORDINARY MAIL

POSTAGE & REVENUE 3½d

Mrs Mrs E G Brett.
17a Woodman Rd.
Brentwood
Essex
England.

P.O. CENSOR 298

WHEN FOLDED THE LETTER CARD MUST CONFORM IN SIZE AND SHAPE WITH
THE BLUE BORDER WITHIN WHICH THE ADDRESS ONLY MAY BE WRITTEN

Geo Tyler

Received Jan 26th 42

1150733 ALI. WARNER.
Y2. O.T.U. R.A.F.
MIDDLE EAST FORCES
17.12.41.

Dear Ada & Jim

Many thanks for the news papers and letters the first of which I received on Dec 14th the news papers which were dated, Aug 1st, Sept 6th & 13th. The second I received on Dec 16th this contained the Gazette dated Sept 13th.

I have also received a Christmas card and letter from home. The parcel which mother sent arrived safely and complete but the contents were in very poor condition. The cake and pudding were quite hot covered with mildew and when cut smelt horribly sour, so I had to throw them both away. The sock was the only thing which was unaffected. The writing paper was saturated as was the letter but fortunately the letter was still readable. It is impossible to send anything eatable unless its tinned and as its possible for me to buy Australian tinned goods it is unnecessary for anyone to send such things out here.

Mother tells me that you sent me some cigs to West Ridg, Thanks very much, I haven't yet received them but they may turn up yet as one chap has recently received a Christmas card which was sent to him at West Ridg but he was still in England.

It seems rather strange receiving letters which comment on a sea voyage, as I have now been on land for about six or seven weeks. I hope you have received the letter which I wrote to you while at sea and I expect you will receive another written from here (which should be on the way) after you have received this.

I was interested to hear that its still possible to paddle somewhere in the world, as at the moment we are rationed to one gallon of water per day which has to be sufficient for cooking washing and drinking purposes, and I'm sure we should bathe whether there were an audience or not and if any water were available.

You want to see Bitter Sweet I understand. Well I tried to see it in Durban but was unable to obtain admission as all the seating accommodation was already booked when we arrived.

I don't know if I have told you about Durban in my letter but I can assure you its a very fine city.

I haven't met the young Sewell you refered to and as I think I know most of the fellows who came out with me I don't think he was on the same draft.

In your second letter you mentioned that the weather was wet and cold. Wet and cold. I haven't experienced

27 : 12 : 41.

Well Christmas is over and a very hectic two days it has been.

I'll try to give you some idea how it was spent. To start I must explain that everyone who wished to enter into the spirit of the holiday paid 100 Piastres into a pool and all the necessary foods & drinks was purchased with the money in the pool and as we are quite a large number there was an abundance of Christmas fare. Festivities commenced on Christmas eve and seemed to continue without a break even for sleep untill last night.

As you will probably guess I managed to enjoy myself without getting top heavy or losing any sleep. Christmas day commenced with eggs and bacon for breakfast.

1150733 AC WARNER,
72 O.T.U. R.A.F.
MIDDLE EAST FORCES.

Dear Nida & Jim 28 : 12 : 41.

Many thanks for the cigarettes which arrived yesterday in perfect condition. Although we are able to buy all the cigarettes we require, it is very nice to have some English manufactured, for although I hadn't noticed the difference the cigs from home have a distinctive flavour which is absent from those we get here, so as its near Christmas I shall smoke your present on Christmas day.

I think we should have a good time over the holiday as there is a good supply of the right spirits in the camp.

I will finish this after the holiday.

27.

which was a nice change.
For Dinner we had roasts of pork, Beef, and Turkey. I was fortunate enough to get a generous helping of Turkey and pork sausages. This was followed by Christmas pudding Beer biscuits and cheese and nuts.
There was not any tea or supper arranged for by the authorities but supper was provided from the pool this consisted of fried eggs sausages liver and kidneys and chip potatoes. Coffee was served with this and a cigar.
After supper we adjourned to a large marque where one could have whatever alcoholic drink one fancied. Do some imbibed rather freely they were running about either singing and enjoying themselves or running because of some indisposition.

I dont know whether I have told you that this place is surrounded by fairly high mountains of volcanic structure. Well I had wanted to climb one particular peak ever since our arrival here and as I had time I set out with four friends to do so, we left about 10 am taking with us some biscuits cheese sardines paste and a bottle of White label.
We eventually reached the summit at 12.30 - 12.45 where we had some cake a drink and a rest before starting the climb down.
We started the downward climb at about 13.45 and eventually arrived back at camp at 16.30. very tired but satisfied with the days outing. Must close as if I include any more sheets of paper it will cost more than 10d. So all the best your affectionate Brother Ken. P.T.O.

Some boat awaited me in the form of an unserviceable machine which had force landed some days earlier.

The country side had altered the ground being covered with coarse dried up grass and an abundance of small bushes and saplings.

We stayed here for one night my companion and I being billeted in a pub. house some 45 minutes drive from the landing ground in a motor vehicle which when one alighted made you think it could well have been used as an instrument of torture. The fare and accommodation were both very good and in the evening we went to the village store where we bought drinks of the lighter type and quite enjoyed ourselves.

Well the following day having made the machine serviceable we proceeded on our journey to the place where I now am a journey taking a little more than two hours flying time.

What this place is like you may get some idea from my letter sent to home. So here wishing you both the Best of luck lots of love

Your affectionate Brother
Ken.

BY AIR MAIL

AIR MAIL
LETTER CARD

IF ANYTHING IS ENCLOSED THIS C
WILL BE SENT BY ORDINARY M

PASSED BY CENSOR
No. 1844

To E. G. Brett.
Woodman Rd
Brentwood.
Essex.
England.

DEPUTY CHIEF CENSOR

WHEN FOLDED THE LETTER CARD MUST CONFORM IN SIZE AND SHAPE WITH THE BLUE BORDER WITHIN WHICH THE ADDRESS ONLY MAY BE WRITTEN.

1150733 L.AC WARNER

H.S.O.T.S. "LALWACHER"
MALAKAL
SUDAN
16 4 42

...da & Jim

Hope you are both in the pink and enjoying life. I can assume you are.

Now you can consider yourself lucky to get this A.M. letter card and the real reason you are getting it is because the stamps for the postage as I understand is new issue and I thought perhaps Mr Lovett would like it. Was going to write on air graph but may you wouldn't receive the stamp so here the A.M. letter card.

Well that filled greats a bit didn't it?

Don't mind the scribbles above as I shall probably have moved from here by the time you receive this and I'll write a full letter as soon as I find me sitting over a mug of tea.

You will be interested to hear that I was here several days ago but was in the first opportunity I had to do any writing.

The trip was very interesting we took off early one morning flew for approx three hours over barren country of a mountainous and desert type. Untill we sighted signs of vegetation and civilisation on the banks of a broad river. This we followed till we reached that city with which the name of Gordon is always linked. In this locality we landed at a dump where a good breakfast was awaiting us, to which I did full justice. After breakfast we should have continued on our journey but conditions were unfavourable and our departure was postponed untill the following morning.

We took off the next morn early and within and hour an a half were over another landing ground where